

Introduction: The Twin Flight Terror Drill—The Untold Saga of Delta 1989 and its Shadowy Doppelganger on September 11th

As 9/11 was happening, multiple reports of hijacked planes and potential bomb threats abounded. Some of those reports, such as the plane strikes on the Towers, were true and visually confirmed. Other reports, such as an explosion near the Supreme Court building, borne out to be rumour. In such a tragic event, there is doubtless confusion as people struggle to grasp what's going on, the event's severity and its implications.

Speculation abounds, much of it unfounded. Reports come and go, with a life cycle of only hours or even minutes in some cases, as we saw live when the 9/11 event unfolded, and as the media narrative rapidly altered and shifted within the first following days of the attacks.

"Woody Box", the pen name of a researcher who runs a blog, investigated one of the many rumours which sprang up on 9/11. It concerned a potential fifth hijacked plane, known primarily as "Delta 89" but also as "United 177".

Why is the existence of a potential 5th plane significant? This is because the fifth plane holds a major key to how the 9/11 event was carried out: through the swapping of duplicated flights; using supposed "civilian flights" posing as hijacked airliners and switching their identities, under the guise of a terror drill. Woody Box describes his work as "mainly journalistic, but strongly [pointing] to a [false flag]." He further states that his research "validates and brings together two concepts":

- The possibility of changing the identity of an airborne aircraft, at first proposed by A.K. Dewdney;
- The transformation of mere "military drills" into deadly, real world attacks, achieved by small modifications of the original exercises, as proposed by Webster Tarpley (who I quote later to illustrate this point).

He writes that the tying of these two concepts, "refutes the often-expressed impossibility of performing a gigantic false flag operation like the 9/11 attacks without having thousands of co-conspirators."

The primary purpose of his research is to show that such a clandestine operation was "indeed possible, starting with the introduction of a secret flight that actively participated in the war games."

In other words, Woody Box's variation of the "plane duplication" hypothesis is the ultimate refutation of the tired canards proffered by so-called debunkers.

Box sets out his methodology right in the introduction to his blog. He simply correlates patterns in dusted-over reports with data that best represents and explains these patterns – such as the NORAD tapes, the ACARS logs and a litany of declassified 9/11 Commission documents. Hence, instead of forwarding a "mainstream" explanation on the assumption that the existence of a fifth 'hijacked' plane is the result of garbled information, he provides a solid case that such a flight existed.

This is proper investigative journalism: building up a case with relevant facts and data, clearly stating assumptions and justifying them with support from credible sources, clearly stating and supporting a specific interpretation of events, how such is favourable to alternatives, and few superfluous or unstated assumptions. Not to be confused with the pseudo-journalism of the debunker variety (e.g. "Delta 89" is mere shorthand for "Delta 1989", hence any notion of a conspiracy is the product of your paranoid and frenzied mind").

Woody Box refreshes his reader with air industry jargon and how to interpret relevant data with the support of mainstream accounts when approaching the suspect cases. When the reader sees how well the subject of "plane duplication" fits the journalistic mould he lays out, it's difficult to imagine that he has brought any personal biases into the analysis.

He states his assumptions and justifies them where needed, with respect to credible primary and secondary sources, such as air traffic control records. Thus, nothing is hard to follow. His conclusions are clearly laid out. Woody Box also understood that he'd be writing to both a non-technical audience and a more technically-inclined one.

The integrity of his arguments is preserved, without either diluting concepts to deter the inclined, *or* alienating a non-technical audience with impenetrable jargon. He explains technical concepts with familiar examples which speak to the reader's intelligence.

His oeuvre is structured with the basic tenets of his case appearing first, to convince the reader that such a 'fifth plane' indeed existed: there are multiple independent reports of a suspicious flight which cannot be confused with other flights, and so on. He then builds on top of that. To convince people that it's a flight participating in a modified "terror drill" as part of a false flag operation, you must first prove that the flight exists!

Woody Box brings a wealth of knowledge to his endeavour, and it reflects in its impressive scope. That's to be expected, for a serious investigation requires a multi-faceted approach. The subjects he tackles include, but aren't limited to:

- Plausible interpretation of Norman Mineta's famous testimony before the 9/11 Commission Hearing;
- Plausible explanation for the several false reports of missing, hijacked or crashed aircraft;
- Unpacking the significance of the ACARS data, which reveals that at least two of the four hijacked planes flew well past their official crash time.

Woody Box separates the wheat from the chaff, and weaves together seemingly unrelated points about the mysterious "fifth plane" into a single cohesive narrative which accounts for its quick disappearance from mainstream coverage: the behaviour of authorities (Boston FAA, Norman Mineta, Dick Cheney) concerning this plane, its apparent "exercise" status, the deliberate confusion with the similarly named Delta 1989, and else. His "plane duplication" hypothesis conclusively rules out both the implausible 'remote takeover' theory offered by early researchers like Douglas Valentine, and the "voice morphing theory" advanced by David Ray Griffin.

"Woody Box" doesn't explicitly state that "Flight 175" (registration number N612UA) landed at Cleveland-Hopkins, but I drew that conclusion, and the evidence he assembled points to it. When one first reads his articles, it seems as though he's talking about separate flights: a "Flight X", a "Delta 89", a "no-transponder" flight, and so on. But as you re-read his work, you realize that he's just being careful not to conclude more than what the evidence suggests. The only reason I know he

thinks that westbound United 175 = "Delta 89" is plausible is because I read a forum post of his¹, outside of his blog where his research is partly compiled into one place.

I would say his oeuvre is a classic in the 9/11 conspiracy literature. For all its brilliance, it's relatively unknown in comparison to more popular conspiracy theories in the Truth movement, such as 'nanothermite' being the culprit for the Twin Tower demolitions. Here, the Truth movement fails to realize how indebted it is to Woody Box for demystifying such an important topic right under its nose.

The Mysterious "United 177" from Boston

Summary: I believe that at least three of the 9/11 planes were swapped mid-flight with a duplicate—a drone flight swapped with a real flight participating in "war games" of sorts. Over a period of several years, Woody Box unearthed a mysterious "fifth plane" which participated in a "modified terror drill". The "modified terror drill" is basically an exercise that would go 'live' as part of a pre-planned false flag operation. Delta 1989 would serve as the public cover for this terror drill. The use of modified terror drills was essential to carry out the September 11th attacks.

The plan, as I see it, was to have two flights—one posing as a hijacked airliner in an exercise (Delta 1989) and another in a terror drill "gone live" ("Flight X") — so that the first flight, Delta 1989, could obscure the existence of the fifth plane and thus the 'modified terror drill', when that flight landed at Cleveland Hopkins Airport. We will come to know the "fifth plane", or "Flight X", as the real Flight 175.

This is so when people asked about the "hijacked" plane that landed at Cleveland Hopkins Airport, they are directed to Delta 1989—the officially acknowledged flight—and not the real Flight 175 (which of course, by the time it landed at Cleveland Hopkins, was operating under a different flight number).

For the modified drill, a drone "Flight 175" and the real Flight 175 would be swapped at an opportune point, likely after last communication with air traffic control before presumed hijack, which is 8:42 per officially released transcripts. The real Flight 175 would eventually land at Cleveland-Hopkins Airport in Cleveland Ohio, to be evacuated, which would complete its supposed 'live-fly terror drill'.

Why "Plane Duplication"?

I was initially a skeptic of the plane duplication hypothesis. It seemed wholly unnecessary. One of the scenarios proposed in [Operation Northwoods](#) was a plane swap as part of a false flag attack by the United States, to be blamed on Cuba. (Pg. 13, #8):

An aircraft at Eglin AFB would be painted and numbered as an exact duplicate for a civil registered aircraft belonging to a CIA proprietary organization in the Miami area. **At a designated time, the duplicate would be substituted for the actual civil aircraft** and would be loaded with selected passengers, all boarded under carefully prepared aliases. **The actual registered aircraft would be converted to a drone.**

From the rendezvous point [with the drone] the passenger-carrying aircraft will descend to minimum altitude and go directly into an auxiliary field at Eglin AFB where

1 <https://archive.li/VfrY9#selection-1117.0-1117.28>

arrangements will have been made to evacuate the passengers and return the aircraft to its original status. The drone aircraft will meanwhile continue to fly the filed flight plan. When over Cuba, the drone [would be] transmitting [...] a "MAY DAY" message stating [that] he is under attack by Cuban MIG aircraft. The transmission will be interrupted by destruction of the aircraft which will be triggered by radio signal.

I don't think the 9/11 plotters directly copied from *Operation Northwoods*, but it seems clear they had some inspiration from it, for that portion of the false flag event.

I think the Towers and the Pentagon were hit by drones. The real, registered aircraft were last contacted in places miles away from their crash locations, according to the ACARS logs. It's not certain what happened to the original planes. I do not suggest that the pilots of the original planes were knowingly and willingly part of some false flag plan; especially if that would result in their death or forced disappearance (nor for that matter were the crew and passengers, to the extent that we have evidence for their participation in such modified live-fly terror drills). It's most likely that the passengers and crew were deceived into participating, thinking that the phone calls were part of routine hijack drills hosted between the airlines, civil aviation authorities and the military.

The key evidence behind the plane duplication hypothesis is the fact that the [FAA and United Airlines appear to have tracked two different planes](#). The FAA tracked the drone Flight 175 which hit the South Tower, and United Airlines tracked a plane reporting itself as N612UA (the real Flight 175's registration number—think of "Flight 175" not as referring to the plane, but rather to the particular route the plane was flying, and the registration number as referring to the actual plane body). [The real United 175 took off at 8:23](#) and flew as "United 177" to air traffic controllers. The terror drill would be classified, so it's a good method to maintain secrecy.

There are other supporting insights from researchers like Matthew Everett ("Shoestring") and Webster Tarpley that demonstrate the use of "terror drills" to conduct false flag operations. Tarpley writes in his book, *9/11: Synthetic Terror*, that rogue operatives leverage legitimate channels to conduct their operations:

Staff exercises or command exercises are perfect for a rogue network **which is forced to conduct its operations using the same communications and computer systems used by other officers who are not necessarily party to the illegal operation**, coup or provocation as it may be.

A putschist officer may be working at a console next to another officer who is not in on the coup, and who might indeed oppose it if he knew about it. The putschist's behaviour is suspicious: "*What the hell is he doing?*" The loyal officer looks over and asks the putschist about it. The putschist cites a staff maneuver for which he is preparing.

The loyal officer concludes that the putschist's activities are part of an officially sanctioned drill, and his suspicions are allayed. The putschist may even explain that participation in the staff exercise requires a special security clearance which the loyal officer does not have. The conversation ends, and the putschist can go on with his treasonous work.²

[—9/11 Synthetic Terror: Made in USA \(pp. 188-9\).](#)

2 Tarpley, W. (2011). *9/11 Synthetic Terror: Made in USA* (pp. 188-9). New York: Progressive Press.

False flag planners face three major problems. There's both a need to maintain secrecy, *and* a need for plausible deniability on the operational level. There's also the third problem: how to convince people ignorant of your illegal operation, that what they think happened (in this case, a hijacking) *really* happened. Moving under the cover of a classified military drill is a good way to maintain secrecy from the public. But how about keeping an operation safe from your ignorant, non-corrupt colleagues? After all, that's a major objection to the idea of conspiracy. "If too many people know, *the secret will leak out!*"

The short answer to that problem is "duplication". Duplication is a good way to maneuver assets that are currently in use in an exercise which is apparently "only" a simulation, whilst minimizing the danger of the deeper operation leaking out. For rogue operatives who are forced to use the same "communications and computer systems" as their law-abiding colleagues, it seemed to work pretty well on September 11th.

"Flight X": The Mysterious Cleveland Airport Plane

"[Cleveland Airport Mystery](#)" (May 2004) documents the existence of a mysterious "Fifth Plane" at Cleveland Airport, apparently participating in a terror drill. This plane was **not** Delta 1989. Or rather, the evidence persuades us to draw such a conclusion. Per a USA Today report he cites, Delta 1989 landed at Cleveland Hopkins at 10:10am. The "Flight X" he documents landed at 10:45. Further, the passengers from Delta 1989 took a longer time to evacuate.

Woody Box unfortunately never tries to identify the "200 passengers" that were apparently on the mysterious Cleveland Airport plane. I think it may have been the passengers from Flight 11 (minus the crew), Flight 175 and any drill coordinators and/or false flag operatives. The passengers would be killed after landing at Cleveland Airport and movement into NASA Glenn. This could explain the extremely strict security at that airport, for which Delta 1989 posing as a hijacked flight would serve as cover.

This total is difficult to reconcile, however. The combined number of passengers from Flight 11 and Flight 175, excluding hijackers and crew is 136—far short of the 200 reported on the plane. I can't imagine upwards of 60 false flag operatives on the flight, either. Interestingly, [Delta 1989 had 155 passengers and crew](#).

This is closer to, but still short of the reported 200 total on the mysterious Cleveland plane. Is this a result of garbled info—or are we dealing with a different plane?

It sounds crazy, but I can't think of who those 200 passengers might have been otherwise.

The Radio-Hijacker Plane: Or, "Flight X" En Route to Cleveland

His next article, [Secret Hijacking](#) (August 2004) links "Flight X" with the "Radio Hijacker Plane" witnessed by air traffic controllers over Cleveland.

The most significant verification of Woody Box's plane duplication hypothesis is [the last ACARS message from United Airlines dispatch manager Ed Ballinger to N612UA/United 175 at 9:23](#). United 175 officially crashed at 9:03. There was debate over what the second Zulu timestamp at the end of that ACARS message meant. Did the aircraft receive the message at that time, or did it refer to something else? Evidence supports the conclusion that 9:23 is **indeed** the time the real United 175 received the message. The 9/11 Commission [Memorandum for the Record \(MFR\)](#) relates the following:

Mr. Ballinger stated that the ACARS messages have two times listed: the time sent and **the time received**. He stated that once he sends the message it is delivered to the addressed aircraft through AIRINC immediately. **He is not aware of any delay in the aircraft receiving the message after he sends it.**

In other words, the second time stamp on the bottom of the message, at United Airlines, is the "Technical Acknowledgement" from the aircraft that the message has been received. Woody Box's August 2004 article covers the planes' flight from 9:28 – 10:45.

The article linked above ("Mysterious United 177") would cover the flight from 8:23 – 9:25. "[Cleveland Airport Mystery Revisited](#)" (February 2007) reveals that Boston FAA reported one "Delta 89" missing at 9:27. This is noteworthy, because Boston FAA was not in control of Delta 1989 at 9:27—Cleveland Center was. [It's also noteworthy that a "United 177" was reported hijacked at 9:25](#), and the last message to United 175 shows that it was roughly over Pittsburgh at 9:23, flying westbound.

["Faker Hijack Exercise"](#) (July 2009) shows the location of "Delta 89" from 9:41 - 9:44. The connection I made in this case (along with some quick basic calculations) shows that **the fifth plane/Cleveland Plane/radio-hijacker plane and "Delta 89" are the same plane. Further, "United 177" is the same plane as "Delta 89", and "United 177" is United 175.** The fact that 'missing' or 'hijacked' flights were separately reported continually westward from the origin of "Flight 175", which flew out of Boston, strongly indicates that it was a generally westbound flight participating in a military exercise of some sort.

Occam's Razor argues against the improbable scenario that four separate flights in the northeast of the United States were all mistakenly reported 'lost' or 'hijacked' in the span of under twenty minutes. This is especially considering that United Airlines had not officially confirmed that United Flight 175 was a hijack until the afternoon, which means that the "panic" of the air controllers was an unlikely factor in the volume of false reports that emerged.

What is the curious reader to make of these multiple successive reports of hijackings and crashes, aside from the four acknowledged planes on 9/11? My explanation is that the plane we're interested in kept switching its identities and converging with other tracks before crossing into a new sector.

This is what led to "false" reports that planes were reported missing, hijacked, or crashed at 9:25, 9:27, 9:39, 9:44 a.m., and so forth. These "crash times" are documented in the posts linked above. There's also mention of a Boston-originating flight which crashed at around 9:23 a.m. over Pittsburgh on NBC News' live coverage of the attacks. I remember watching the clip on YouTube, and will look for it.

It's important for us to determine if "United 177/Delta 89", *et cetera* had communication with air traffic control. It's fair to assume there was, as flights must identify themselves when entering new control sectors in civilian airspace, as a matter of air safety. These communications could be "off the record", because United 177 never officially flew (it was reported held at the gate!), so requesting these transcripts for release via the Freedom of Information Act would be difficult. That is precisely how this part of the operation was designed.

Of course, the drone "United 175" had communications with air traffic control, but transcripts of the plane itself—registered as N612UA—when it was flying under other identities ***are not released***.

For the drone United 175 that was tracked by the FAA, we can assume that a ground-based VHF transceiver was used for its 8:14 communications with ground control, where the flight requested and received take off clearance.

The 8:42 communication from Flight 175 to New York air traffic control highly suggests a take off time of 8:23. However, United 175 has an official take off time of 8:14. This further suggests an *Operation Northwoods*-type plane swap. The pilot of United 175, on his briefing the New York centre he just entered, states that he "overheard a suspicious transmission on his departure out of Boston".

According to [officially released transcripts \(PDF\)](#), United 175 is still communicating with Boston Center radar as late as 8:39.

This indicates that United 175, in stating that he overheard a "suspicious transmission **on our departure out of Boston**", is referring to his departure out of Boston Logan airport at **8:23** (the first public hijacker message was **8:24**), rather than a mere departure out of Boston Center controlled airspace. **There is good evidence against this interpretation, however.**

In addition, the idea of a duplicate flight is supported by [pilot testimony from U.S. Airways as recorded in a mainstream account of 9/11](#), [Bureau of Transportation Statistics data](#)³ and [the timeline of Peter Hanson's call](#), which ended roughly four seconds **after** the plane crashed into the South Tower at 9:03:11.

The plane swap must have happened around 8:42, as neither plane contacts New York ATC as Flight 175 again.

Delta 1989 was considered a "hijack" (but later a false alarm) because it was participating in war games, and the researcher Matthew Everett (writing under the name "Shoestring") [collects evidence of this](#). Lynn Spencer hides this fact in her book *Touching History* by [dispensing false information](#) about 1989's contact with Lorain air traffic control.

To briefly explain, Spencer distorted the timeline of communication between Delta 1989 and Lorain Air Traffic Control to "explain" why Cleveland controllers apparently thought Delta 1989 was a hijack (and by the way, to this day there is still no clear answer for this):

Why indeed was Delta 1989 considered a hijack? I have posed this question repeatedly, but there is still no satisfying answer, to put it mildly. Here's Lynn Spencer's version ("Touching History", p. 167):

In the distraction of the emergency [with regard to United 93], the crew of Delta 1989 misses the hand-off to the new frequency. The new sector controller for Delta 1989 calls out to the plane several times and gets no response.

News travels fast. Soon, word on the FAA's open teleconference call is that a fifth aircraft is out of radio contact: Delta 1989, a Boeing 767 en route from Boston to Los Angeles, and the flight is added to the list of suspect aircraft.

Now an ACARS message arrives in the cockpit from Delta's Dispatch: "Land immediately

³ <https://www.transtats.bts.gov/ONTIME/Departures.aspx>

in Cleveland." They've already passed Cleveland, but Captain Werner types in a quick "OK." He won't put up a fight, he just wants to get the plane on the ground.

After a couple of minutes, another message arrives in the cockpit from Delta's Dispatch: "confirm landing in Cleveland. Use correct phraseology."

Dunlap and Werner look at each other quizzically. *What the hell is that about?* There's such a thing as correct phraseology on the radio, but there is no such thing when typing back and forth with Dispatch on ACARS. Those messages are usually casual.

Flustered, the captain does his best to figure out what "correct phraseology" Dispatch is looking for. He carefully types a response: "Roger. Affirmative. Delta 1989 is diverting to Cleveland."

Dunlap is starting to really worry now. *They think something is going to happen to this plane*, he thinks to himself. *They're trying to figure out if we're still in control!*

Meanwhile, the captain calls up the Center controller to request an immediate diversion to Cleveland, and then starts inputting the new destination into the flight computer. Dunlap rolls the 767 into a 30-degree bank back toward the airport and pulls out his approach charts.

The Cleveland Center controllers are not happy that Delta 1989, which was out of radio contact for several minutes, has now made a turn toward the large city. They didn't initiate the diversion and they don't know that Delta Dispatch has done so. An abrupt change of course for a transcontinental B767 out of Boston raises further suspicion, and a supervisor announces the new development on the FAA teleconference.⁴

To sum up this passage:

First, Delta 1989 misses the transfer to the next sector because of the turmoil caused by UA 93. At this time (about 9:40) this must be the hand-off from Lorain sector to Bluffton sector, the super-high sector of Cleveland Center which is adjacent to (west of) Lorain sector. As a result, Delta 1989 is not in radio contact with Bluffton sector for several minutes.

Then, the Delta 1989 pilots get a message from Delta Airlines to land in Cleveland immediately.

Then, the captain of Delta 1989 requests an immediate diversion to Cleveland, being back on the frequency.

At last, Cleveland Center, surprised by the request and unaware that Delta Airlines has ordered the captain to do so, gets suspicious of the flight.

This "Lynn Spencer version" of the diversion of Delta 1989 is completely wrong in terms of chronology and facts and is easily disproved by the best imaginable source: the [radio logs](#) between Cleveland Center and Delta 1989 (pp. 82-87).

⁴ Spencer, L. (2008). *Touching History: The Untold Story of the Drama That Unfolded in the Skies Over America on 9/11* (1 ed., p. 167). New York: Free Press.

9:38:52 (Lorain Radar) roger delta nineteen eighty nine there's traffic for you at eleven o'clock and fifteen miles southbound forty one climbing looks like he's turning east fly heading three six zero

9:39:00 (Lorain Radar) okay thanks delta nineteen eighty nine

9:40:57 (Lorain Radar) delta nineteen eighty nine fly heading two eight five

9:41:00 (Delta 1989) two eight five delta nineteen eighty nine

9:43:56 (Delta 1989) cleveland center delta nineteen eighty nine

9:44:09 (Delta 1989) cleveland delta eighty nine

9:44:10 (Lorain Radar) delta nineteen eighty nine

9:44:12 (Delta 1989) company wants us on the ground in cleveland

9:44:12 (Lorain Radar) say again

9:44:16 (Delta 1989) the company wants us to divert to land at cleveland

9:44:19 (Lorain Radar) delta nineteen eighty nine roger fly your present heading descend and maintain flight level three three zero expect further vectoring for cleveland

9:44:24 (Delta 1989) delta nineteen eighty nine three three zero present heading

9:44:27 (Lorain Radar) delta nineteen eighty nine roger and contact cleveland one one niner point three two

9:44:31 (Delta 1989) nineteen thirty two

With this transcript at hand, it's easy to locate Ms. Spencer's grave errors:

1. Delta 1989 does **not** miss the hand-off to the new frequency. It affirms the Lorain controller's request to change the frequency to 110.32, which is Bluffton sector.
2. The message of Delta Airlines to land in Cleveland arrives **before** Delta 1989 shifts to the new sector, **not afterwards**.
3. The controllers of Cleveland Center **are well aware** that it was Delta Airlines who ordered the pilots to land in Cleveland – simply because the pilot told them.

Unfortunately, the source for the misinformation in Spencer's book is not clear. It is *absolutely* clear, however, that Delta Airlines' diversion order was well known among controllers and not the reason they surmised it to be a hijacking. Therefore, we can also throw another account into the dustbin of history:

The Delta flight wants to land in Cleveland? And the captain's request comes before he can know that the FAA wants every flight down. On this day, the fact that the pilot requests to be rerouted before he is ordered to land seems suspicious. *Why the urgency?*

Controllers don't know that Delta officials, also concerned about the flight, have ordered Werner to land in Cleveland. They continue to send messages to Werner. In code, they ask him if all is OK. Yes, he responds time and again. He doesn't know why they're so worried.⁵

Like Lynn Spencer, USA Today is flatly wrong. Controllers were well aware that Delta officials had ordered the pilot to land in Cleveland.

So the question is still pending: **Why indeed was Delta 1989 considered a hijack? Why is there so much misinformation going around on this matter?**

Woody Box also demonstrates that Mineta's testimony to the 9/11 Commission is false. It was meant to hide the existence of the plane duplication/plane-swap. Read "[Norman Mineta and the Elusive Plane Crash at Camp David](#)".

However, unlike Woody Box, I don't think that the United 93 shoot-down is a myth or meme. I believe that was a real, but drone flight that was shot down after it was remotely piloted into the path of an F-16 fighter.

The "white plane" that was following drone United 93 (reported by several witnesses), I assume was an E-4B electronic warfare plane which piloted the drone United 93 into the path of an F-16 (or in its general vicinity) a few miles away. It's unclear whether some people were on the drone Flight 93. [Wallace Miller's testimony](#) (compiled by Shoestring) may suggest that some people were on the flight.

The E-4B and the "Flight 93" have good eyewitness testimony⁶ to their presence above Shanksville. The F-16 shoot-down, the third plane, is based on (in my opinion) compelling but ultimately circumstantial evidence⁷ as far as I can tell. This is only my speculation, to explain why possibly three planes were seen over Shanksville. It's possible – if drone 93 was shot down – that the F-16 pilot did it of his own accord.

5 <https://archive.li/01JcJ>

6 <https://archive.li/EdUpv#selection-4109.0-4113.0>, in particular [Susan McElwain's testimony](#).

7 <https://archive.li/EdUpv#selection-3735.0-3735.19>

Evaluating the sources for the Radio Hijacker Plane (RHP) and the Fifth Plane (FP) yields this time table:

Time	Approx. Location	Reference	Event
9:28	25 miles NE of Youngstown/Ohio	1a /1b	Screams from Flight X (RHP)
9:31	Youngstown/Ohio	1a	First hijacker radio message from Flight X (RHP)
9:39	Cleveland/Oberlin	1a	Last hijacker radio message from Flight X (RHP)
10:10	80 miles NW of Washington	2	Flight X (FP) heading to Washington
10:18	50 miles NW of Washington	2	Flight X (FP) intercepted by fighters
10:45	Cleveland Airport	3	Flight X is forced to land

¹ This is based on the assumption that the radio hijacker plane was first flying in the radar shadow of Delta 1989, i.e., it flew along the same path. [USA Today relates details of the Delta 1989 path](#). When United Flight 93 made his turn at 9:36, [Delta 1989 was told to stay away from it](#). It was just 15 miles away at that moment.

² Kean, Thomas H, and Lee Hamilton. *The 9/11 Commission Report: Final Report of the National Commission on Terrorist Attacks Upon the United States*. Washington, D.C.: National Commission on Terrorist Attacks upon the United States, 2004. Print, p. 41

³ "The Cleveland Airport Mystery". (2004, August 17). 9/11 Review: Web Archive. Retrieved from <https://archive.li/qiXzQ>

Below is the table I've compiled for the real Flight 175, from Woody Box's research:

Time	Flight No.	Last Location
8:23 – 9:03	United 177	Harrisburg, PA
9:03 – 9:25	United 177	Pittsburgh, PA
9:27	Delta 89	Pittsburgh, PA (?)
9:28 – 9:31	N/A (No Transponder)	Youngstown, OH
9:31 – 9:39	N/A (No Transponder)	Cleveland, OH
9:41 – 9:44	Delta 89	South of Cleveland, OH
10:10	N/A	80 miles north-west of Washington, D.C.
10:18	N/A	50 miles north-west of Washington, D.C.
10:45	United 1898	Landed at Cleveland Hopkins
11:15	United 1898	Evacuated at Cleveland Hopkins
11:15	Delta 1898	Renamed

For 9:25 to 9:31, I found that the report of a missing "United 177", which was lost roughly over Pittsburgh at 9:25, was consistent in speed and direction with the "no transponder" plane at 9:31. N612UA likely switched off its transponder at 9:25, merged with another track and became Delta 89 at 9:27 (first report of "Delta 89"), before turning off the transponder again.

It's possible to cover the distance from Pittsburgh to Youngstown in about seven minutes at a 767's cruising speeds. The congruence of the timelines compels me to conclude that the "mistaken hijack reports" are no coincidence, and in fact refer to a single flight partaking in a "degenerate terror drill".

I've also compiled a table comparing Delta 1989 and "Delta 89" features:

Call sign	Delta 1989	"Delta 89"
Flight plan	Boston-Los Angeles	Boston-Las Vegas
Squawk code	1304	7112
Direction at 9:43	west-bound	south-west/south-bound
Transponder	Continuously working	Disabled at 9:44

The data shows that "Delta 89" can't merely be mistaken for Delta 1989. The flight paths are too divergent.

I've studied Woody Box's research pretty in depth, so AMA.

Miles Kara writes that the 7112 transponder was squawked by a flight engaged in a military exercise that had no connection to Delta 1989 or "Delta 89". He states that the controller surmised that she saw two flights.

Different researchers have different biases/assumptions, expertise/knowledge, research skills, analytical strengths and weaknesses.

A. The Evidence for Plane Duplication: Bureau of Transportation Statistics Data & ACARS

In order to rule out plane duplication, the air traffic control records, the ACARS data and the Bureau of Transportation Statistics data must perfectly agree with regards to the plane's take off time, and its location in time and space. However, the data does *not* agree. In particular, we see a divergence between the official take off time of Flight 175 at 08:14 and the "wheels-off" time stated in the BTS data. The BTS data states a wheels-off time of 08:23.

The 08:14 take off time is sourced from the radio transcripts and radar data. This tells us that a plane identified as "United 175" took off at that time. Then how about 08:23? Where did that come from?

To quote the author on the matter, the "wheels-off" time is "[...] triggered automatically by a mechanical switcher when the plane loses contact to the ground. The data are sent automatically to the airline via ACARS, and the airline forwards them to the Bureau of Transportation Statistics on a regular basis."

This rules out the potential for human error. That the gate departure of 07:58 in the table below coincides with other official sources indicates the data to be accurate. Woody Box found independent confirmation of an 8:23 take off time for N612UA. The [testimony from a U.S. Airways pilot, as recorded in a mainstream account of 9/11](#) relates the following:

On the taxi-out in Boston, they [the pilots of US Airways 6805] waited at the runway's hold-short line, where Miller looked up to watch a United Boeing 767 take off, United Flight 175. The final weight and balance calculations from dispatch came over the ACARS at 8:05, and with that in hand, the crew was ready to fly. Wide-body aircraft produce especially powerful wingtip vortices—horizontal, tornado-like winds off the ends of the wings – which require time to dissipate before other aircraft can take off, so he waited the required three minutes after United 175 departed before he received his takeoff clearance.⁸

(Lynn Spencer, "Touching History", p. 58)

A quick check with the Bureau of Transportation Statistics (hereafter referred to as "BTS") database reveals that US Airways 6805 had a wheels-off time of **8:28**. Miller explicitly describes that he waited 3 minutes before getting takeoff clearance; adding a little bit for the time span between takeoff clearance and actual wheels-off, Flight 175 must have lifted off the runway around **8:23 – 8:24**. It is out of the question that Miller observed a plane that took off at **8:14**.

Did Miller maybe see a different United plane? Very unlikely. Searching the BTS database for other United Boeing 767's delivers no results for the relevant time. There is a very slim possibility that a non-domestic United Boeing 767 took off just then, because the BTS database lists only domestic flights. However, Miller himself says it was Flight 175; so either he overheard the flight number when taxiing out, or, as someone who was frequently flying from Logan (as he says) he was familiar with the wide-body planes departing at that time.

8 Spencer, L. (2008). *Touching History: The Untold Story of the Drama That Unfolded in the Skies Over America on 9/11* (1 ed., pp. 58-9). New York: Free Press.

The BTS database also reveals that the tail number of the plane that took off at **8:23** was N612UA. This was United Airlines Flight 175. And there is no proof that the plane that took off at **8:14** was indeed N612UA, leading to the conclusion that the pilot only pretended to fly United Airlines Flight 175.

This leads to the logical conclusion that Flight 175 was duplicated: "Flight 175", which took off at 8:14, and another Flight 175, which was tracked by United Airlines and took off at 8:23. There is another potential supporting piece of evidence for an 8:23 take off time, weaker than Steven Miller's confirmation, but conforms nicely with the timeline.

Airline	Date	Flight No.	Tail No.	Destination Airport	Departure	Wheels Off
UA	9/11/2001	173		SFO	N/A	00:00
UA	9/11/2001	175	N612UA	LAX	07:58	08:23
UA	9/11/2001	177		LAX	N/A	00:00
UA	9/11/2001	199		IAD	N/A	00:00
UA	9/11/2001	211	N463UA	IAD		07:51

Table 1: UA Flight Departures from Boston Logan on 11th September 2001

The 8:42 communication from Flight 175 to New York ATC highly suggests a take off time of 8:23. The pilot of United 175, on his briefing the New York centre he just entered, states that he "overheard a suspicious transmission on his departure out of Boston".

According to [officially released transcripts \(PDF\)](#), United 175 is still communicating with Boston Center radar as late as 8:39.

This indicates that United 175, in stating that he overheard a "suspicious transmission on **our departure out of Boston**", is referring to his departure out of Boston Logan airport at **8:23** (the first public hijacker message was **8:24**), rather than a mere departure out of Boston Center controlled airspace. [There is good evidence against this interpretation, however.](#)

In addition, the idea of a duplicate flight is supported by [pilot testimony from U.S. Airways as recorded in a mainstream account of 9/11](#), [Bureau of Transportation Statistics data](#)⁹ and [the timeline of Peter Hanson's call](#), which ended roughly four seconds **after** the plane crashed into the South Tower at 9:03:11.

The plane swap must have happened around 8:42, as neither plane contacts New York ATC as Flight 175 again.

⁹ <https://www.transtats.bts.gov/ONTIME/Departures.aspx>

B. Interpreting the ACARS Evidence

Airborne Identities: Drones and Fake Flights

In the introduction to Woody Box's blog, he mentions the possibility of a flight altering its identity in mid-flight. It's a central tenet of his plane duplication hypothesis. The reason for performing a drone swap is quite simple: it's fundamental to turning the exercise live. The drone swap *is* in large part the "...modification of the 'original exercise', the transition point from mere simulation to real world attack.

Think of it like this: If there were no hijackers, we can assume the flights which hit the Towers were drones; after all, what else would steer them into their targets? If there were no hijackers, then that element of a narrative is a fabrication. But why are we told about "hijackers" specifically? That information was not revealed to us *after* the attacks unfolded; it was immediately clear after the second plane strike that it was a deliberate attack.

Indeed, we know about the hijackers thanks to the mistaken broadcasts from the alleged flights which hit the Towers, and the phone calls from passengers.

The key point is that the "hijacker" fabrication isn't an afterthought. The evidence we have to support the idea of hijackers *on flights* are ultimately the product of a military exercise, specifically a *terror drill*. The US military is on record of hosting drills which envision mythical al-Qaeda enemies sworn to attacking the American homeland. Regular exercises are "sand-boxed" so that the operations of the staff conducting the "terror drill" don't interfere with live events.

However, we must keep in mind that exercises also take place on the same platforms used by regular staffers, as noted by Tarpley. We see an example of this in the Boston NEADS attache who helped conduct war games, Colin Scoggins.

An exercise looking to escape its "sand-box" cannot simply branch out into the real world with the same assets, especially if it's a "live fly" – meaning not mere tabletop, but a simulation with physical assets in a controlled airspace. That poses safety and security risks, knowing the objectives of such exercises.

The solution, then, is to *duplicate* an asset and *invert* its role in the exercise. That is, one "asset" is assigned a role closer to a "simulation" on one end, and the other asset is assigned a sacrificial role on the other end.

In the case of 9/11, rather than fly a plane in exercise status into the Trade Center (which would give away your plan immediately), you would assign a drone as the duplicated asset, which would continue on to its target.

These two roles together bring the "hijacker" narrative to fruition; a hijacking "simulation" of sorts on one end and the devastating attack (with a drone flight) on the other end. There is compelling evidence that senior managers at American Airlines knew that a drill concerning a hijacked plane would take place on September 11th. This doesn't mean it was aware of the broader false flag element, but participation was secured. In addition, because the scenario looks much like a military

drill, it's a good method to maintain secrecy; and indeed senior managers at American Airlines wanted others to keep quiet about the "operation".

Furthermore, a researcher writing under the name *LoopDLoop*¹⁰ has pored through many 9/11 Commission documents and FBI interviews. From these interviews and other primary source material, he concluded that the flight crew of American 11 was deceived into taking part in a "terror drill", which was merely a ruse to fabricate the myth of hijackers on the doomed flights. He supplies ample evidence that picocells—which allow reception to a cell tower—were installed in the plane the flight crew was phoning from.¹¹ This indicates foreknowledge and elements of a false flag. His work is outside the scope of our present discussion, but I will reference it for interested readers.

In summary, duplication is a good way to "manoeuvre" assets that are currently in use in an exercise which is ostensibly a simulation, whilst minimizing the danger of the deeper operation leaking out. For rogue operatives who are forced to use the same "communications and computer systems" as their law abiding colleagues, it seemed to work pretty well on September 11th.

We can think of the "hijacking" portion of the false flag as a multi-layered operation. Logically, you can't exactly duplicate another flight. However, you can duplicate certain features that you want others who *aren't* privy to your operation, to see. For instance, air traffic controllers generally do not have the equipment to detect the origin of a radio call—what's called "radio direction finding".

That's why there is standard telephony to ensure that each flight identifies their selves properly. If you're a rogue operative however, you take that weakness to your advantage. No air traffic controller can verify who you claim to be. Hence, you can have a pilot pretend to fly another plane by simply identifying itself as such to the controller.

Ordinarily (in a one flight scenario reporting a hijack) this would never work, since for the four hijacked flights, the controllers would still see the primary radar returns of the craft following their alleged crashes. Or it would wonder how a hijack is taking place if there are no serious deviations from the flight plan. It would also be difficult to convert the original flights into drones.

However, with one "fake flight" phoning in a hijack (not traceable), and with another dedicated drone that identifies via transponder as the hijacked flight (traceable), you can "swap" these duplicated planes at a certain point (with some trickery) so that a controller believes a flight has crashed.

The real Flight 175 (N612UA) flew as "United 177", and later as "Delta 89" to air traffic control, but the passengers on that plane phoned in the hijacking of Flight 175. The passengers certainly wouldn't know what the pilot was saying, and the passengers would think their calls were part of a hijack exercise as well. United 177 was reported "hijacked" at 9:25.¹² It was later found to be "held at the gate" (i.e. not flying at all), but the people working the planes are busy and don't check the departure schedules, now do they?

10 <https://archive.li/WgPzj>

11 <https://archive.li/XyXR4>

12 [9/11 Commission Memorandum for the Record #03009986](#)

The “duplication” method solves three problems for false flag planners: the problem of secrecy (the so-called “drill” is classified and requires need-to-know), the problem of plausible deniability (using assets for your operation without getting caught), and perhaps most importantly, tricking others *not* privy to your operation into thinking something has happened when it hasn’t (the hijackings).

In some cases, the source of the mistaken hijack reports cannot be found. These reports probably originated from a mole(s) operating in the Federal Aviation Administration; deliberate rumours to mislead people who would be charged with investigating suspected hijackings off the trail of the secret flight.

Woody Box provides good evidence¹³ that one of these possible moles is Colin Scoggins, a military liaison with Boston FAA. Scoggins was responsible for the “phantom Flight 11” rumour, and is possibly one source for Delta 1989’s claimed hijacking.

UA	09/11/2001	0173	āNKNOæ	SFO	00:00
UA	09/11/2001	0175	N612ā1	LAX	08:23
UA	09/11/2001	0177	āNKNOæ	LAX	00:00
UA	09/11/2001	0199	āNKNOæ	IAD	00:00
UA	09/11/2001	0211	N463ā1	IAD	07:51

Figure 1: BTS wheels-off data for United flight departures on 11th September, 2001

Mineta’s Testimony to the 9/11 Commission

Mineta’s testimony¹⁴ in May 2003 before the 9/11 Commission Hearing might seem as though he’s talking about a “stand-down” order from Vice President Cheney for the incoming Flight 77 into Washington. The problem is that there is no evidence that Cheney was in the PEOC at 9:37, and Mineta’s apparent timeline is too narrow for that interpretation of events to be workable (let alone plausible).

In his blog entry, “[Norman Mineta and the Elusive Plane Crash at Camp David](#)”, Woody Box supplies a plausible reason for why Mineta could’ve lied: he was covering up the existence of the fifth plane, which Box dubs as “Flight X”. Mineta was informed of a hijacked plane flying over Washington, but it was not Flight 77. It was Flight X. Furthermore, he was not informed before 9:37, but rather around 10:10.

It’s generally a good film. But quite a few points in *New Pearl Harbour* can be debunked. For example, the Mineta testimony that he witnessed a stand-down order in the PEOC at about 9:25. It can be debunked from many angles, but I’ll focus on the two pieces of evidence it cites to support his testimony: the CNN report of the slow evacuation, and the Secret Service log.

The CNN Report

It cites a [CNN report](#) aired at 9:52 am stating that the slow evacuation started about thirty minutes before, thus at around 9:20 am. However, it also states that the evacuation lasted at least thirty minutes, meaning that a later arrival for Mineta is not excluded.

¹³ <https://archive.li/AY2Mt#selection-689.0-689.46>

¹⁴ <https://archive.li/qRYOQ>

The scene Mineta describes in his other interviews, with people running out, is consistent with a post-9:45 arrival time to the White House grounds:

In the last 10 minutes or so, the people who came out – the last several hundred I saw leaving the grounds, were told and ordered by the Secret Service to run. They were running through the gates.

Mineta's statement in an [interview](#):

I grabbed some manuals and some papers, went down to the car, and we went over to the White House. As we went in West Executive Drive, **people pouring out of the Executive Office building, people running out of the White House, and I said to my driver and security guy, "Is there something wrong with this picture? We are driving in, and everybody else is running away."**

The Internal Secret Service Timeline

The "recently released Secret Service timeline" the documentary cites is, in actuality, [a collection of unclassified working notes](#) written by 9/11 Commissioner Miles Kara. You can see the words "unclassified extract" at the top. These timelines are rough compilations of disparate information as it came in real time. It's unverified and contradictory in nature. These are not independently corroborated timelines.

These notes are sourced from disparate classified documents which Kara was allowed to see and take notes from. The 9/11 Commission's time of 10:12 – 10:18 for the shoot-down order is likely based off these notes. The Presidential Emergency Operations Centre shelter log¹⁵, declassified under a Freedom of Information Act ("FOIA") request in 2010, is possibly one of the classified timelines that Kara took notes from.

Notice also that Kara's working notes say "9:37 – VP", which means Vice President Cheney was moved to the Presidential Emergency Operations Centre (hereafter referred to as "PEOC") at 9:37, according to the timeline. This contradicts the claim that Cheney was in the PEOC at 9:25. The official arrival time of 9:58 contradicts it too.

The entries in Kara's notes for 9:25 – 9:31 are not meant to be conflated with the 9:34 – 9:37 entries. The first set of entries do not refer to Flight 77, but likelier refers to phantom American Airlines 11, which was falsely reported to be heading toward Washington at 9:25. The FAA was monitoring the projected flight path of Flight 11 on the Traffic Situation Display (TSD).

It's tempting to line up the Flight 77 radar track with the entries in the notes, but that offers the mistaken impression that the FAA was tracking Flight 77 before 9:32—that contradicts all known evidence. Miles Kara expands on the topic of the Secret Service logs in his [blog post here](#).

The now publicly available evidence¹⁶ confirms Mineta's arrival to the PEOC after 9:45, specifically at 10:15. Mineta describes the flight path of the target as between Great Falls and Reagan National Airport, which was a straight line (not a loop like American Airlines Flight 77), and this matches closely with the projected flight path for United Airlines 93. Phantom Flight 93 was indeed reported at 60 miles out from Washington at about 10:20. It's alleged by the 9/11 Commission that the flight's projected flight path was tracked by the FAA.

15 https://kapitalgate.files.wordpress.com/2019/01/ss_wh_9_11_declassified.pdf

16 <https://archive.li/aBI59>

Researcher *Woody Box* argues that Mineta lied in his testimony.¹⁷ He argues that he, along with Monte Belger, tracked an unacknowledged fifth 'hijacked' plane, which was posing as a hijacked airliner through its secret participation in a 'live-fly terror drill'.

Then, in other interviews and when Mineta was summoned to testify before the 9/11 Commission, he simply projected the real timeline of the fifth plane's entry into Washington onto Flight 77, not realizing that his distortion of the timeline generated plenty of contradictions. Box argues that if Mineta were to truthfully testify about the 'fifth plane' which was tracked over Washington, it would reveal an *Operation Northwoods*-like scenario, i.e. a plane duplication scenario as described earlier.

Mineta's alleged timeline is also too narrow. He could not possibly leave where he was and arrive to PEOC in fifteen minutes. Mineta was in his car talking to Richard Clarke on the phone at 9:20; he wasn't in the PEOC. That's just one of the several errors found in *New Pearl Harbour*.

¹⁷ <https://archive.li/z7kgM>

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	Delta 1989	"Flight X"
Runway Location	Runway 18/36	Runway 28/10
Landmark	I-X Center	NASA/Glenn
Landed	10:10	10:45
Into	FAA HQ	NASA/Glenn
Evacuated	12:30	11:15
# on-board	69	200

The Cleveland Airport Mystery

Update (06/21): WoodyBox found new witnesses, which point on two different "quarantined" planes at Cleveland Hopkins (see "comments")

WoodyBox ("[Flight 11—The Twin Flight](#)") new article is yet another groundbreaking analysis.

It appears, that the majority of 9/11 Researchers and the 9/11 family members, who lost their loved ones, have to compile a new list of questions about an airport, which didn't receive much attention yet: Cleveland Hopkins, Ohio.

Among the disturbing new details are two flights, which apparently had been part of yet another "mirror flight" scenario. "Both" got grounded in Ohio.

One of them was Delta1989, the other one was identified as, most shocking: "Flight 93"! But there are also many new questions about some "200 passengers" of that day...

The Cleveland Airport Mystery

200 passengers got lost on 9/11—by mailto:woody_box2000@yahoo.de Woody Box

Exclusive for INN Report—May 30

Amidst the chaos breaking out in the hours after the WTC and Pentagon attacks, between 10 a.m. and 11 a.m. an airplane made an emergency landing at Cleveland Hopkins Airport. Rumours were going around that it was hijacked or had a bomb on board. The FBI evacuated the plane and searched it with bomb-sniffing dogs after the passengers had left. It turned out to be false alarm. The plane—Delta flight1989—was not hijacked, and there was no bomb.

However, a closer examination reveals a bunch of conflicting statements concerning Delta 1989. Neither the moment of landing, nor the number of the passengers, nor the location of the grounded plane is clear. For every aspect of the incident there are two different versions. Not one or three or four versions, but two.

This article will prove that not one, but two planes made an emergency landing in Cleveland - in close succession. The proof is based on local newspaper and radio reports from September 11th and 12th (mainly from the Akron Beacon Journal and the Cleveland Plain Dealer), statements of eyewitnesses and internet postings in the morning of 9/11 (people were listening to the radio and immediately submitted the breaking news to the net). One of the flights was indeed Delta 1989. We don't know the identity of the other one, so we call it "Flight X"...

We start with a short summary of the events in Cleveland. At 10 a.m., the airport was evacuated. Without doubt, this had to do with the rumours that a hijacked plane was going to land. The passengers had to leave the airport but were not allowed to take their car. They had to walk or got a ride at the highway. Buses were not allowed to leave the airport. People around the airport were told to go home. It was a very tense situation. These facts are undisputed.

Cleveland Mayor Michael White held a televised news conference at 11 a.m., after the emergency landing. According to the Cleveland Plain Dealer, *he said there was an unconfirmed report that the plane might have been hijacked or was carrying a bomb. But in the middle of the news conference, he reported that it had not been hijacked, and later in the day he said no bomb had been found.* This was not the only detail that changed in the course of the day. In the morning, White said that air controllers could hear screaming on the plane. In the afternoon, he didn't mention the screams anymore.

We will now examine several parameters of the emergency landing:

- 1) The moment of landing
- 2) The begin of the evacuation of the passengers
- 3) The number of passengers
- 4) The place the passengers were interviewed after the evacuation
- 5) The exact location of the grounded plane

We will see that there are two different data for every parameter, suggesting that we are dealing with two different planes. We will omit the "a.m." because it's clear that everything is happening in the morning.

1) The moment of landing

AP and two Ohio newspapers report a landing at 10:45 (1A). However, Delta Airlines has registered 10:10 as the landing time and Cleveland firefighters can confirm that the landing took

place before 10:30 (1B). Because Delta Airlines did not lose the track of its plane, the 10:10 plane was surely Delta 1989. So the 10:45 plane is – by definition – Flight X.

2) The begin of the evacuation of the passengers

The Akron Beacon Journal writes in an extra edition from 9/11 that the passengers were released from the plane at 11:15. This is confirmed by internet postings describing the events in real-time (2A). However, a passenger from Delta 1989 relates that she had to stay more than two hours in the plane before the FBI started to search it and took the passengers away for questioning. The Plain Dealer has learned about an evacuation time of 12:30, confirming the witness' statement. (2B).

Thanks to the most valuable statement of the passenger, we can conclude that Delta 1989 landed at 10:10 and was evacuated at 12:30. Flight X landed at 10:45 and was evacuated at 11:15.

3) The number of passengers

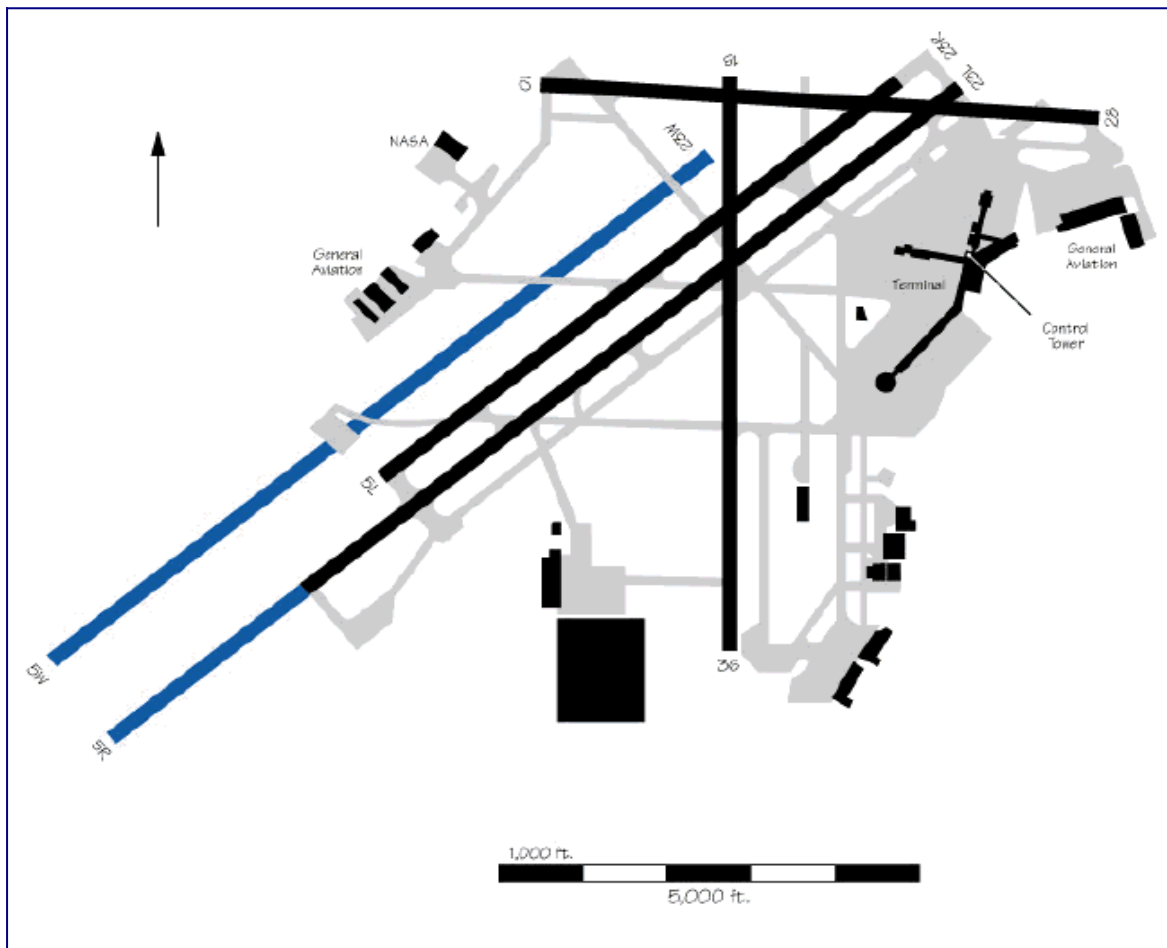
The first press reports tell us that the plane carried 200 passengers. Mayor White mentioned this number on his 11 o'clock conference (3A). He did not say how he got the number. The passenger of Delta 1989 however, she must know it, made an estimation of "sixty or so" passengers. This is confirmed by later reports—the story changed quickly. Now, 69 passengers have been released from the plane, going well with the "sixty or so" (3B).

We can conclude that Delta 1989 landed at 10:10, the 69 passengers being evacuated at 12:30. Flight X landed at 10:45, the 200 passengers being released at 11:15.

4) The place the passengers were interviewed after the evacuation

The most reports say that the passengers were brought into a nearby NASA facility (4A). This is the NASA Glenn Research Centre, located near the west end of the airport. It was already evacuated. The passenger of delta 1989 however tells us that she was taken into a "secure building at the airport". This is confirmed by a report that the Delta 1989 passengers were interviewed in the FAA headquarter (4B). Surely the FAA headquarter is not located in the NASA facility.

We can conclude that Delta 1989 landed at 10:10, and at 12:30 the 69 passengers were taken into the FAA headquarter. Flight X landed at 10:45, and at 11:15 the 200 passengers were taken into the evacuated NASA Centre.



Cleveland Hopkins Airport—Note that the blue runways were still in planning on 9/11. The black rectangle in the South is the I-X Centre.

5) The exact location of the plane

This is the final proof that we have to do with two different planes. Both planes were sitting on a runway, but miles away from each other. One plane was at the west end of runway 28/10 near the NASA centre (point 10 in the map). This is confirmed by Associated Press and an eyewitness (5A). The other plane was sitting at the south end of runway 18/36 near the I-X-Centre (point 36), also confirmed by two eyewitnesses (5B). The geographic conditions on the airport suggest that the passengers at the West end were taken to the NASA Centre and the passengers at the South end to the FAA headquarter.

We summarize our findings:

	Delta 1989	Flight X
Landing	10:10	10:45
Evacuation	12:30	11:15

	Delta 1989	Flight X
# of passengers	69	200
Sent To	FAA	NASA Glenn
Location	Runway 18/36	Runway 28/10

The 69 passengers of Delta 1989 are (hopefully) alive and well. Questions remain:

Where did Flight X come from, who were the 200 passengers, and what happened to them?

Sources

(1A) Landing at 10:45

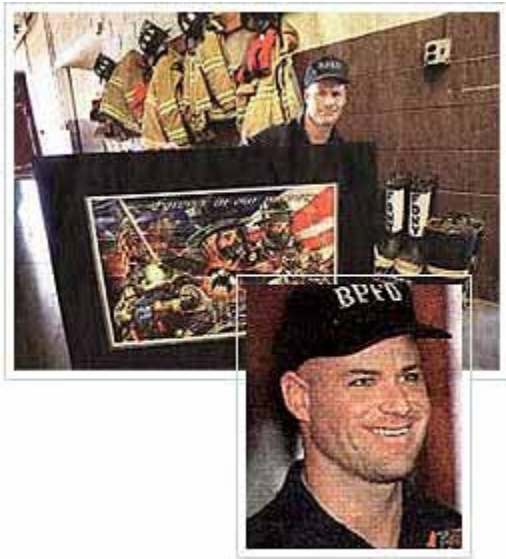
The airplane landed at about 10:45 a.m., but the airport released no information about the plane's intended destination. Associated Press 9/11/01

The flight to Los Angeles landed at Hopkins at 10:45 a.m., and was directed to a secure area of the airport. Akron Beacon Journal 9/12/01

Delta Flight 1989 made an emergency landing at Hopkins about 10:45 a.m., nearly two hours after the World Trade Center towers were hit by two hijacked planes. Cleveland Plain Dealer 9/12/01

(1B) Landing at 10:10

10:30 a.m. Flight quarantined. On a remote taxiway at Hopkins International Airport in Cleveland, Delta Flight 1989 is quarantined. Since early reports that a bomb, then hijackers, might be aboard, Delta CEO Leo Mullin, 58, had nervously tracked the flight from the company's headquarters in Atlanta. Every five minutes, a new report came in. None seemed clear. Still, the flight landed uneventfully in Cleveland at 10:10 a.m. USA Today, 8/12/02



After treatment and transport to the hospital, reports over our radio confirmed the south tower had collapsed. ... My chief put out an order to return to quarters. He received reports there was a plane sequestered on the runway of Cleveland Hopkins Airport, because of a possible hijacking or a bomb on board. Responding back to our firehouse my heart started pounding faster as we became closer to our station, which is only a few hundred yards from the south side of the airport. The second tower now had collapsed. There it was a huge plane standing eerily still. Police, EMS and fire are positioned in the distance. Scott Boulton, Cleveland firefighter.

The reports of the suspicious plane on the runway obviously came in BEFORE the WTC North Tower collapsed (10:28). A 10:10 landing time fits very well into Boulton's chronology (set between the first and second WTC collapse), while a 10:45 landing time contradicts it.

(2A) Evacuation at 11:15

The 200 passengers were reportedly released from the plane at 11:15 a.m., though White said the pilot was still concerned that a bomb remained. Akron Beacon Journal 9/11/01

A Boeing 767 out of Boston made an emergency landing Tuesday at Cleveland Hopkins International Airport due to concerns that it may have a bomb aboard, said Mayor Michael R. White. White said the plane had been moved to a secure area of the airport, and was evacuated. WCPO-TV, Cincinnati, 9/11/01, 11:43:57. So at 11.43, the evacuation was already finished.

"We have lost track of a number of planes," quote from FAA. From Scott P at PTE - Just heard an unconfirmed report that a plane on the ground at Cleveland-Hopkins Airport has a bomb on

board with approximately 200 people on board. [PT Cruiser Club Forum](#) Posted by Cruisin in Calgary at Sept?11,?2001,?8:14?AM PST (=11:14 EST)

The plane at Hopkins has been deplaned and they are going to search it for a bomb now. [PT Cruiser Club Forum](#) Posted by Terry J at Sep?11,?2001,?8:41?AM PST (=11:41 EST) . So there were no passengers on the plane anymore at 11:41.

(2B) Evacuation at 12:30

After our emergency landing, our plane was directed to go to an isolated area of the airport, and we waited for over two hours in quarantine before FBI agents and bomb sniffing dogs came out to the plane. [Delta 1989 passenger's story](#)

About 12:30 p.m. baggage cars and shuttle buses approached the plane. The 69 passengers and nine crew members then walked down a portable staircase and onto the buses, which took them to FAA headquarters nearby. [Cleveland Plain Dealer 9/12/01](#)

(3A) 200 passengers

The 200 passengers were reportedly released from the plane at 11:15 a.m., though White said the pilot was still concerned that a bomb remained. [Akron Beacon Journal 9/11/01](#)

The plane was sitting on a runway at the airport's west end with approximately 200 passengers on board. [Associated Press, 9/11/01](#)

About 200 passengers were aboard the plane. It will be checked for a bomb. [News Channel 5, Cleveland-Akron,9/11/01](#)

A few hours after Mayor White's first news conference, FBI Special Agent Mark Bullock confirmed that the Delta jet with 200 people aboard had landed safely and had not been in danger. [WCPN radio, 9/12/01](#)

The mayor of Cleveland has announced that an airplane containing 200 passengers has been sequestered at the Cleveland Hopkins Airport. They believe there may be a bomb on the plane. [Metafilter.com forum](#) posted by turaho at 8:37 a.m. PST (=11:37 EST)

(3B) 69 passengers

The sixty or so passengers were thus able to gather some alarming details of the unbelievable

fates of the other two LA-bound planes. Delta 1989 passenger's story

The 69 passengers and nine crew members then walked down a portable staircase and onto the buses, which took them to FAA headquarters nearby. Cleveland Plain Dealer 9/12/01

The plane was evacuated of its 78 passengers shortly before 1 p.m. Akron Beacon Journal 9/12/01 (78 = 69 passengers + 9 crew members)

(4A) Interview in NASA Center

They (the passengers) were taken to NASA Glenn Research Center to be interviewed by FBI agents. The center had been evacuated about an hour before.) Akron Beacon Journal 9/12/01

The Boeing 767 was evacuated and searched, said Della Homenik, spokeswoman for Mayor Michael R. White. Passengers were taken to a nearby NASA facility. The Post, Athens, Ohio, 9/11/01

I thought the target could also have been NASA's Glen/Lewis Research Center that is right next to the Cleveland Airport. The news reported that the plane landed because of a suspected bomb on board but they haven't released anyone that was on that plane. The closed NASA and transported everyone that was on the plane there for questioning. E-Mail Repository, posted by "Connie", time unknown

(4B) Interview in FAA/Airport building

While our personal effects were examined we were taken to a secure building at the airport where for three hours we were interrogated at length. Delta 1989 passenger's story

The 69 passengers and nine crew members then walked down a portable staircase and onto the buses, which took them to FAA headquarters nearby. Cleveland Plain Dealer 9/12/01



(5A) Plane at West end near NASA Center

The plane was sitting on a runway at the airport's west end with approximately 200 passengers on board. [Associated Press, 9/11/01](#)

At the same time that we passed the Cleveland airport, the radio was reporting that a plane had been quarantined at the airport and forced to stay away from the terminal. There was some concern that a bomb might be aboard. As we went by, we saw the plane with a number of vehicles surrounding it. Lights were flashing. We wondered if there were hijackers aboard that very plane. [Rudy K, personal report](#).

Rudy K was on the way home from Toledo to Rochester, N.Y., taking Interstate 480. This highway runs parallel to runway 28/10, a few hundred yards more to the North. The I-X-Center is three miles away—too far away for Rudy K's eyes to recognize vehicles. He was watching a plane near the northern boundary of the airport. His report confirms the existence of a plane near the NASA Center. Thanks to his precise description, we can also conclude that he passed the airport at about 11 o'clock as he began his ride at 9:30 in Toledo and arrived at 4 p.m. in Rochester (with a little stop). Flight X was already there at 11 o'clock.



(5B) Plane at South end near I-X Center

Kurt Voelkel, 18, of Parma watched as the Delta sat on a remote area of the Hopkins tarmac near the I-X Center. [Akron Beacon Journal 9/12/01](#)

He received reports there was a plane sequestered on the runway of Cleveland Hopkins Airport, because of a possible hijacking or a bomb on board. Responding back to our firehouse my heart started pounding faster as we became closer to our station, which is only a few hundred yards from the south side of the airport. The second tower now had collapsed. There it was a huge plane standing eerily still. Police, EMS and fire are positioned in the distance. [Scott Boulton, Cleveland firefighter](#).

Boulton works with the fire department of Brookmark, a small city south-east of Hopkins Airport. His station is on Holland Street, just opposite the end of runway 18/36 ("only a few hundred yards from the south side of the airport"). So he is talking of the plane near the I-X Centre, too.

Footnotes

The 10 factual data presented in the text are each supported by at least two independent sources. Everybody who denies the occurring of two emergency landings should be able to provide us with clear answers to these five questions: When did the plane land, when was it evacuated, how many passengers it carried, where were they interviewed, where was the plane sitting at the airport. For every answer, he should also be able to disprove the contradicting two (or more) sources. I think this is very hard work. Good luck.

There are many rumours and uncorroborated messages around the events in Cleveland. I want to present them here, but I endorse careful handling as they are not independently verified.

Flight X = United Airlines Flight?

*White said the plane had been moved to a secure area of the airport, and was evacuated. **United identified the plane as Flight 93.** The airline did say how many people were aboard the flight. WCPO-TV, Cincinnati, 9/11/01, 11:43:57 (Mirror)*

This message, submitted at 11:43 in the morning, is nowhere else to find. It's the only hint that Flight X might be United Airlines 93, but you have to wonder about the differing passenger numbers (UA 93: 33 passengers; Flight X: 200 passengers). Very obscure the last sentence: If United Airlines told the reporters the number of the passengers, why don't they submit this news to the public? Did the airline tell them the number but on the condition not to publish it?

[11:01] (temas) there was an emergency landing safely completed in Cleveland

[11:02] (temas) potential bomb on the plane

[11:02] (temas) and it might be the missing UA flight

This jabber obviously followed the radio or TV news. He refers to what he's hearing, so it's not his own, but the radio's guessing that the plane in Cleveland might be the "missing UA flight". Very likely temas is talking about Flight X because Delta 1989's identity never was in question.

Note that the time of the posting 11:01 points to a landing of 10:45, too.

The Toledo Plane

White reported that another plane was diverted from Hopkins toward Toledo. Akron Beacon Journal 9/11/01

He said airport officials reported that a second airplane in distress had passed through Cleveland airspace earlier Tuesday morning before being handed off to Toledo. Officials at Toledo Express Airport did not immediately have any information about a plane headed from Cleveland. Associated Press, 9/11/01

So we have another obscure plane in an emergency situation, and in the light of the new evidence, we might ask if the Toledo Plane is identical to Flight X. It seems that Mayor White was not the best informed person in Cleveland since he changed his statements a couple of times during the day.

Virginia Buckingham's statement

A disturbing first-hand statement comes from [Virginia Buckingham](#). She was not only security chief of Boston Airport on 9/11, but also CEO of MA Port Authority.

By 9:30, the FAA had grounded all flights out of Boston and New York. By 9:40, all US flight operations were halted. As we tried to account for all Boston-originating flights already in the air, we received word that a Delta flight out of Logan, bound for the West Coast, had lost radio contact with air traffic control.

When exactly did Delta 1989 lose radio contact? At 9:36, Cleveland Centre warned the plane to stay away from UA 93, and this USA Today report confirms that the pilot asked the controllers to land in Cleveland shortly before 9:45 when the FAA released an order to ground all planes. So until about 9:40-9:45 Delta 1989 was in contact with Air Traffic Control.

Victoria Buckingham: I felt sick to my stomach. It would be more than an hour before we received word that the flight had landed safely in Cleveland.

So it took more than an hour after the lost radio contact that Mrs. Buckingham learned of the safe landing of the flight. This must have happened at about 10:45-11:00 and perfectly fits the landing time of Flight X. Did she refer to Flight X? Delta 1989 landed at 10:10 in Cleveland, and it is unbelievable that the pilot allowed the passengers to make phone calls but didn't inform his airline about the safe landing. If Mrs. Buckingham was talking about Delta 1989, why did she

had to wait more than half an hour to get the reassuring message that the plane and the passengers were okay?

Col. Alan Scott's statement

Col. Scott testified to the 9-11 commission on 5/23/03:

MR. SCOTT: 9:27, Boston FAA reports a fifth aircraft missing, Delta Flight 89 -- and many people have never heard of Delta Flight 89. We call that the first red herring of the day, because there were a number of reported possible hijackings that unfolded over the hours immediately following the actual attacks. Delta 89 was not hijacked, enters the system, increases the fog and friction if you will, as we begin to look for that. But he lands about seven or eight minutes later and clears out of the system.

At 9:49, FAA reports that Delta 89, which had been reported as missing, is now reported as a possible hijacking. So again he is --

MR.: That's 9:41, sir.

MR. SCOTT: I'm sorry, 9:41. Again, he is in the system. He is kind of a red herring for us.

Now, the only thing that I would point out on this chart is this says 9:43, American Airlines 77 impacts the Pentagon. The timeline on the impact of the Pentagon was changed to 9:37 – 9:43 is the time that was reported that day, it was the time we used. And it took about two weeks to discover in the parking lot of the Pentagon this entry camera for the parking lot, which happened to be oriented towards the Pentagon at the time of impact, and the recorded time is 9:37. And that's why the timeline went from 9:43 to 9:37, because it is the best documented evidence for the impact time that we have. Getting toward the end now, 9:47 is when Delta 89 clears the system by landing in Cleveland. So he is not a hijack.

Mr. Scott's statement is even more astonishing. His memory doesn't seem to work very good. As I have already outlined, nothing unusual happened to Delta 1989 until about 9:40, when the pilot stopped talking with Air Traffic Control. So it was not reported missing at 9:27. And Scott's version of the landing of Delta 1989—at 9:47—contradicts all sources gathered in this article. The airport was not even closed at this time.

Thesis: The modification of older terror drills into a real-world scenario. Participation of secret flights in terror drills/war games. Evidence of duplicated flights to fulfill scenario. One of the duplicated flights is secret and broadcasts as a different flight #. This is supported by the fact that several flights which were claimed to have been hijacked were still held at the gate. Flights participating in military exercises have permission to change transponder code and flight # as desired; they are not the actual civilian airliners themselves.

Common objections:

- ◆ How could the drone flights remain invisible until after the plane swap? No duplicated planes tracked by ATC? Several flights broadcast as different flight #s.
- ◆ ACARS data shows that planes still airborne after official crashes; this indicates secret flights.

Descriptions based on imagination vs. an argument based on fact. This is not meant to convince people, but simply to put forward a scenario that explains the air traffic confusion and delayed military response, in a way that makes sense and can be demonstrated in principle via public FAA & governmental records. Limited speculation and extensive reliance on official records and 911Myths (excellent research on debunking common misconceptions). Note speculation where needed. Present the information in a format that flows with the thesis. Always cross-reference and cite extensively to original source.

Guidelines for documentation:

- Every claim has chain of information, document original source where possible
- Acknowledge a specific interpretation of original source, consistent with supporting evidence from related sources
- Citations are so that others can fact-check claims (i.e. does the source say what the person claims the source says). This is the purpose of citation. Cite appropriate source where possible.
- Note facts and speculation where possible
- Isolated report or independent confirmation; was report retracted, updated.
- Insert complete direct quotes with appropriate context. *[e.g. "I stopped being a coroner after about 20 minutes..." He had just begun his search, and later efforts recovered human remains].*
- Is important information missing *[e.g. ATC didn't notice problem with FL175 until 8:52 when contact was attempted, so 8:43 notification of NEADS is not possible].*
- Note and list implicit assumptions/inferences where possible relevant to the claim. Note misleading information where possible *[e.g. Towers were not designed to withstand 600 MPH+ 707 impact. But a study commissioned under Robertson concluded that the building was robust enough to withstand. They were designed to withstand 707 impacts at landing speed.]*
- Proper journalism supports a contradicting claim and refutes the allegations head on. It would give a fair accounting of the allegations and assess the evidence behind them. If it found the evidence lacking, it would say why, it would offer context, additional evidence, show why the supposed facts were wrong, etc. (9/11 Myths follows this guide pretty well)
- Argument pyramid has good basics on how to refute a claim

Green for direct quotation. Blue for independently confirmed facts. Red for inference. Dark blue for indirect attribution.